GOVERNMENT OF INDIA
DEFENCE
LOK SABHA

UNSTARRED QUESTION NO:3973
ANSWERED ON:13.12.2001
DELAY IN CONSTRUCTION OF BRIDGES
VSM (RETD.) COL. CHOUDHARY

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have taken note of inherent shortcomings, leading to abnormal delay in completion of bridges on Border Roads sanctioned by the Government and Director General, Border Roads Organisation;

(b) whether some of the bridges under construction were not completed even after twenty two years of their sanction;

(c) if so, the details of each incomplete project and the reasons therefor;

(d) whether such inordinate delays entailed significant cost escalation besides having adverse effect on socio-economic development of border areas and defence transport requirement;

(e) whether the Director General Border Roads have finalised/formed its standard schedule of rates for different areas instead of opting rates of completed bridges in the area; and

(f) if not, the reasons therefor?

Answer

MINISTER OF DEFENCE (SHRI GEORGE FERNANDES)

(a) There are a very few cases, where abnormal delay has taken place in completion of bridges.

(b) Completion of bridge over river Chenab only has been delayed beyond 22 years.

(c) & (d): Statement is attached.

(e) Yes, Sir.

(f) Does not arise.

STATEMENT REFERRED TO IN REPLY GIVEN IN PARTS (c) & (d) OF LOK SABHA UNSTARRED QUESTION NO. 3973 13.12.2001

The reasons for delay in completion of bridge over river Chenab are given below:

(i) The first contractor namely M/s NBCC abandoned the work incomplete due to the difficulties faced in sinking of wells for piers in the channel.

(ii) The time was taken in finalising the `risk and cost` contract with second contractor namely M/s Banka (India) Ltd.even he faced the same difficulty. With the result the bridge scheme and the design was changed many times. However, it did not help. M/s Banka (India) Ltd also abandoned the work incomplete due to his failure in sinking the wells.

(iii) It was realised that due to swift current of water sinking of wells for the piers in the channel is not feasible. This has increased the length of span, the construction of which is posing a technical challenge. The Expert Committee ordered on this issue could not evolve for a long time a practical solution as construction of cable stayed or cable suspension bridge has been ruled out as unsuitable due to proximity with international border.

(iv) Some viable technical & economical solutions have finally evolved in consultation with various expert bodies/consultants.

The delay has indeed entailed the cost escalation. However, an alternative old steel bridge in close proximity has been maintained by the Border Roads Organisation. Consequently, there has been no adverse effect.